



Transportation Division

**Title VI Annual
Accomplishments Report**

July 1, 2022 - June 30, 2023

Introduction

As a recipient of federal funding and an Oregon Department of Transportation (ODOT) certified local agency, Multnomah County Transportation Division complies with federal nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Title VI and related authorities ensure that no person based on race, color, national origin, sex, age, disability, limited English proficiency, or low income be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any of our Transportation Division's programs or activities.

The Transportation Division maintains and implements a Title VI Program Plan to guide our compliance. This Annual Accomplishment Report summarizes our implementation activities during Fiscal Year (FY) 2023 from July 1, 2022 through June 30, 2023.

Complaints

No Title VI complaints against the Transportation Division were received during the FY2023 reporting period.

Activities and Accomplishments

Public Engagement

Locally-funded Capital Projects

Earthquake Ready Burnside Bridge

In 2022, Multnomah County conducted extensive community engagement to create the Earthquake Ready Burnside Bridge Project Community Design Advisory Group (CDAG). This group was tasked with providing feedback on various aspects of the bridge's aesthetics, such as colors, materials, lighting, and specific design features.

Recruitment for CDAG involved various outreach methods, including a recruitment video, electronic newsletter, social media posts, news release, and direct emails to relevant organizations and task forces. Out of nearly 75

applicants, 22 individuals were selected to join the group. The selection process aimed to ensure diversity in terms of backgrounds, interests, demographics, and geographic representation. The selection process focused on balancing the group so that it was representative of the County as a whole, including age, gender, self-identified race/ethnicity, and geographic representation (east Multnomah County, Old Town, etc) and included people with both prior committee experience and people who had not previously participated in a similar group. The final group is 5% 35 years of age or younger, 36% identified as female (or non-male), and 27% non-white.

SW 257th Drive Safety Improvement Project

Community outreach efforts for the SW 257th Drive Safety Improvements Project in FY2023 were completed in two phases. The goals of the first phase were to introduce the project, gather community input, and share project details. While the goal of the second phase was to review issues and needs and ask for community feedback on safety improvements.

Communication methods included:

- Project fact sheets : The fact sheet summarizes the project goals, background, and timeline. The fact sheet was distributed at local events, posted to community bulletin boards, distributed to local businesses and apartment complexes.
- [Project website updates](#)
- Project Videos:
 - Introductory Video: provides an overview of the project's purpose, phases, and opportunities for community involvement. It is available in both English and Spanish.
 - Public engagement summary video: details the wide variety of public engagement methods and documents the safety issues and needs in the corridor. This video includes interviews with community members who describe their concerns and hopes for the corridor.
 - Issues and Needs Video: delves into various public engagement methods and documents safety concerns and needs in the corridor. The video is available in both English and Spanish.
- Postcard mailer: Mailers were sent to addresses within a quarter mile of the corridor, encouraging the community to participate in the online survey.

- Social media posts: The County provided updates via Facebook and Twitter to encourage participation in the online survey.

In-person Engagement Activities:

- Four focus groups were conducted in languages other than English, targeting community members who might not typically engage in the project. Each focus group, which included Spanish, Russian, Arabic, and Vietnamese speakers, had between 10-12 participants. Participants received a \$50 gift card, and meals and childcare were provided. The sessions included a project presentation followed by facilitated discussions, with Community Engagement Liaisons (CELs) fluent in each language hosting the events and project consultants and staff attending to answer detailed questions.
- Project briefings were organized for various stakeholder groups including East Multnomah County Transportation Committee, Troutdale Citizens Advisory Committee, Multnomah County Bike and Pedestrian Advisory Committee, Oregon Trucking Association, Troutdale City Council, and Disability Rights Oregon.

Online Open Houses and Surveys:

Online open houses were created for each phase of the project. Participants could use an interactive map to pinpoint concerns and take an online survey. Those who completed the survey and provided their email had a chance to win \$100 gift cards. The first phase received 227 unique survey responses, with the online open house being viewed 1,119 times in English and 168 times in Spanish.

Open house for the second phase was publicized on social media and was available only in English. Translation and survey assistance were provided for non-English-speaking communities. This phase received 152 survey responses and was viewed 860 times.

Planning and Development Program

Main Streets on Halsey

In the early summer of 2023, the Main Streets on Halsey Cross Section and Street Design Plan project conducted a second online survey to gather feedback on improving road and sidewalk safety on the arterial road. The

survey ran from May 21 to July 31, 2023, and was available in English, Spanish, and Russian, with a total of 162 participants as of June 30, 2023. Multnomah County funded targeted outreach for translation and interpretation efforts on this project.

A majority of respondents were white (61%). 18% of respondents were Latino/a/x or Hispanic. Only 3% were Black/African American, 2% were Asian or American Indian or Alaska Native, and fewer than 2% were Indigenous, or Native Hawaiian or Pacific Islander. The overwhelming majority of respondents speak English at home (74%). 16% were Spanish speakers, 6% preferred not to disclose. Two people spoke American Sign Language, and 1 person for each language of Vietnamese, Misteco, Korean, Purepacha, Finnish, Thai, and Japanese.

Urban Job Connector Shuttles

The program introduced ACCESS (Alderwood-Cornfoot-Columbia Employment Shuttle Service), which serves low-income neighborhoods and communities of color in an industrial area near Portland International Airport, connecting them with living-wage jobs. After its launch in July 2022, the program engaged in various outreach activities:

- **Media Coverage:** A press release was issued and picked up by FM News 101 KXL and BikePortland, leading to interviews and articles about ACCESS.
- **Feedback Collection:** County and City of Portland staff participated in ride-alongs to gather feedback from operators and riders, leading to schedule modifications to better align with shift starts at local employers and other transit connections.
- **Community Outreach:** Outreach efforts were made at events targeting African-American, Latinx, Somali, and other communities, distributing materials in multiple languages. Staff reached approximately 220 from these communities.
- **Route Expansion:** A new stop was added to better serve community organizations, such as Bienestar de la Familia, Hacienda CDC, and Ortiz Community Center, based on a ride-along with community representatives.

- Outreach Material: Promotional videos in English and Spanish, a multilingual trifold brochure, and other materials are under development to promote the ACCESS shuttle.

Rural Transit Outreach and Survey

The County conducted a rural transit needs survey from September 2022 to May 2023, available in English and Spanish. The survey was promoted at in-person community events and on social media. Staff informed people about the County's free dial-a-ride service in rural areas and their efforts to develop a transit plan for rural transit. Specific outreach events included the Corbett Fire Department Open House/Yard Sale (approximately 50-75 interactions) and the Helping Hands Food Salvage Program (approximately 80 interactions).

On Sauvie Island, county staff attended SICA picnic in September 2022 (approximately 25 interactions) and presented at the Sauvie Island Grange Meeting in February 2023. Additionally, a virtual presentation was given to the Multnomah County Bike and Pedestrian Community Advisory Committee which includes rural representatives.

The survey had 23 responses to the English version and no responses to the Spanish version, although there were two respondents that said they spoke Spanish at home. Of the 23 respondents, 18 people answered a question about race and ethnicity, with the following results: 1 Indigenous N. American, 1 Indigenous South American, 1 Middle Eastern/North African, 1 multiracial, and 14 White. Out of 12 answers on disability status, 3 answered that they had a disability and 9 that they did not have a disability. Almost all of the survey respondents were from the rural areas of the county that were targeted in the outreach. Multnomah County's rural population numbers slightly under 21,900 people and is less diverse than other areas of the county.

Safe Routes to School Program

The Multnomah County Safe Routes to School program works with schools in east Multnomah County which include some of the most diverse and historically underserved in the Portland Metro region. Equity is woven into all of the work of this program. In FY23, the program collaborated with various organizations and conducted several initiatives:

- In collaboration with Oregon Walks, provided a Pedestrian “Train the Trainer” session with black youth “Walk Ambassadors” from Play Grow Learn
- Tabled at community events including Wood Village Night Out, Sunday Parkways, Gresham Safety Fest and Sustainability Fair, and a high school football game.
- Organized a bike rodeo in partnership with the City of Gresham and bike works by p:ear
- Offered pedestrian safety lessons at 11 schools during the school year and created school circulation safety “memes” in multiple languages to promote driver safety around schools.
- Organized 16 “Walk and Roll to School Events” during all seasons, including themed events like Ruby Bridges walks.
- Developed a Safe Routes to Bus Stops brochure in six languages for distribution to schools, families, and school districts.
- Created on-campus circulation plans and safety information in English and Spanish for three schools.
- Tabled and helmet give-away at two large Head Start family events, in partnership with bike works by p:ear.

Bicycle and Pedestrian Community Advisory Committee (BPCAC)

Additionally, the Bicycle and Pedestrian Community Advisory Committee (BPCAC) incorporated equity honorings and land acknowledgements into their meetings, including recognition of Black History Month, Black Music Month, Juneteenth, and Native American Heritage Month. They also dedicated some of their time to addressing transportation safety issues that have disparate impacts on Black, Indigenous, and People of Color (BIPOC).

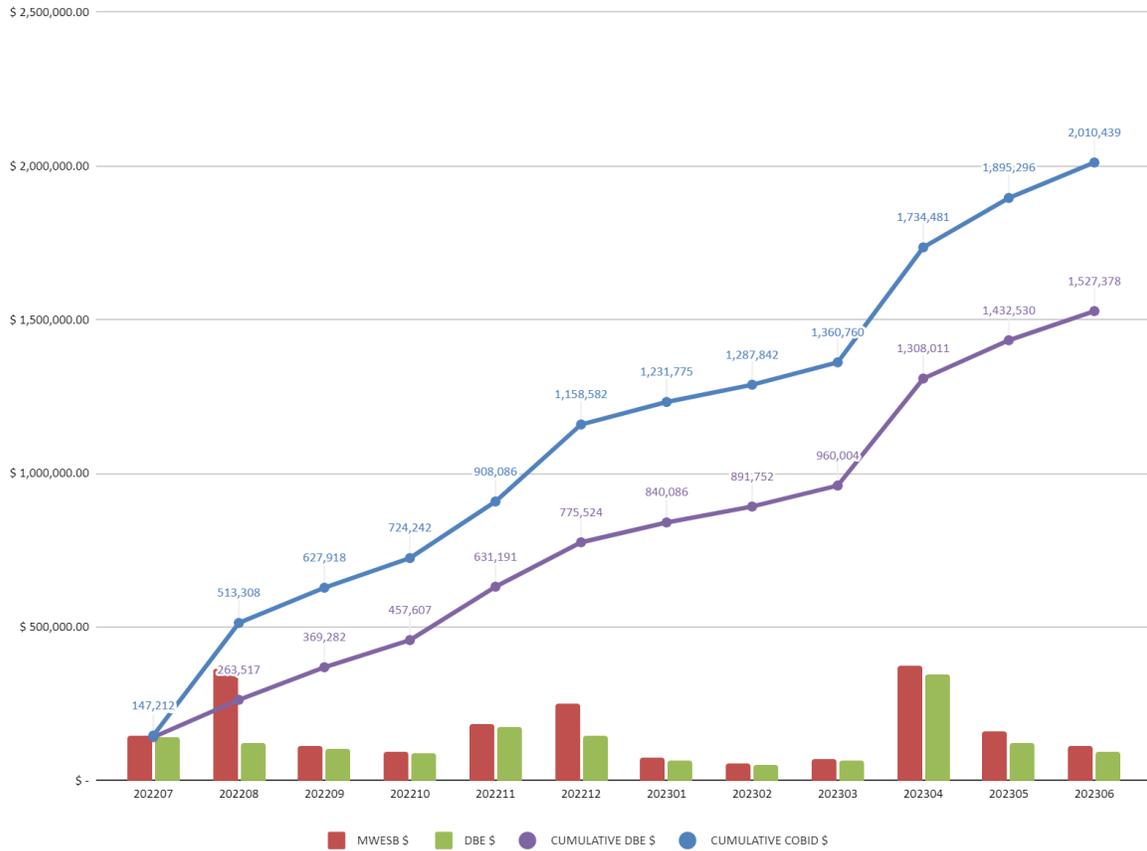
Other Activities

Disadvantaged Business Enterprises (DBE)

During FY2023, the Transportation Division had 41 contractors that were certified DBE and/or COBID (Certification Office for Business Inclusion and Diversity) certified businesses providing services on 20 projects. COBID certification includes Minority, Women, Service-disabled Veteran, or Emerging Small Business enterprises. Cumulative DBE payments were \$1.5 million and

cumulative COBID-certified business payments were \$2.0 million. The chart below shows all DBE and COBID-certified contractor payments in FY2023.

FY2023 DBE/COBID-certified Contractor Payments



Equal Employment Opportunity

During FY2023, 74% of all contractor hours went to contractors of color. Female hours were low and there were no female apprentices so these are areas to seek improvement. Disaggregated contractor hours data, including apprentice hours, is provided in the tables below.

FY2023 Overall Contractor Hours by Race and Ethnicity

Trade	Native American	Asian Pacific	Black (<i>Not Hispanic Origin</i>)	Hispanic	White	Not Specified	Total
Carpenter	0	0	16	3439	118	994	4,567
Highway/ Parking Striper	0	14	0	34	38	0	85
Ironworker	0	0	0	0	2,221	0	2,221
Laborer	201	76	196	10,895	5,428	567	17,362
Power Equipment Operator	4	0	0	0	676	1,443	2,123
Truck Driver	0	0	0	2	136	164	302
Painter	0	0	0	18,393	0	0	18,392
Piledriver	0	0	0	105	19	0	124
Total	205	89	211	32,867	8,635	3,168	45,176

FY2023 Overall Contractor Hours by Gender

Trade	Female	Male	Total
Carpenter	24	4,543	4,567
Highway/Parking Striper	0	85	85
Ironworker	0	2,221	2,221
Laborer	1,917	15,445	17,362
Power Equipment Operator	13	2,110	2,123
Truck Driver	0	302	302
Piledriver	0	124	124
Painter	0	18,392	18,392
Grand Total	1,954	43,221	45,176

Project Labor Agreement

The Earthquake Ready Burnside Bridge Project's Construction phase Project Labor Agreement was approved by the Federal Highway Administration (FHWA) on April 3, 2023. This agreement outlines workforce equity and diversity requirements, including hiring practices, on-the-job training, apprenticeships, and other goals to promote the entry and retention of historically disadvantaged or underrepresented individuals, such as racial or historically marginalized ethnic groups, women, and low-income individuals, in the construction industry. This agreement marks a significant milestone as the first of its kind in Oregon for a Federal Aid project.

Americans with Disabilities Act (ADA)

The ADA Transition Plan was adopted in March. It is available on the County's website at www.multco.us/transportation-planning/ada-transition-plan.

As identified in the ADA Transition Plan, Tier 1 ramp design was 90% completed in FY23 and the remaining will be completed in FY24. This includes the design of 115 ramps throughout East Multnomah County. Four intersections that included Tier 1 ramps were not included in the current design work because they required further evaluation.

A program offer was developed for the FY2024 County Budget to request funding to design all Tier 2 ramps and acquire right of way needed for the Tier 1 ramps designed in FY23. The Division will be ready to construct Tier 1 ramps in FY 25 should funding be available.

Construction of ADA-compliant curb ramps was completed as part of paving projects on NE Glisan St and SE Stark St. The 257th Safety Project designed non compliant ramps to be upgraded in an upcoming construction project and is adding new ADA-compliant midblock crossings.

Data Analysis

During FY23, Title VI staff focused on data analysis regarding limited English proficient populations to aid in drafting the Language Assistance Plan. Census

data at the County level and smaller geographic areas provides aggregated data on languages spoken by those that “speak English less than very well”. We have been coordinating with other departments in the County as well as regional partners to explore opportunities to collaborate on pulling in additional local data sources to our language needs analysis. More information on the language data analysis conducted this year can be found in our Language Assistance Plan.

We also attended a training and started to encourage project staff to use the FHWA Screening Tool for Equity Analysis of Projects (STEAP) as part of scoping their projects. This tool is user-friendly and provides a consistent preliminary report on demographics of a project area without needing to request GIS staff support for this first step. Project staff can use this to better understand where they might want to prioritize engagement under the consultant scope of work or where we may need to gather more quantitative or qualitative data.

Staff Training

Staff attended USDOT webinars on transportation equity and analysis tools as well as several trainings related to equity in road safety. Our Health Department staff also gave presentations to Transportation staff on analysis they have done showing large disparities in impacts to BIPOC communities from traffic crashes in our county.

Our Department’s Equity Committee is starting to develop new training for all department staff as follow up to a series of 3 equity trainings and facilitated discussions that were started in FY22. These broader efforts help establish understanding and buy-in regarding the County’s equity values and build the capacity of our staff to implement our Title VI Program.

Updates

There was one change to staffing of the Title VI Program at the end of FY2023. Neisha Saxena took a new position in the County and is no longer the Civil Rights Administrator in the Office of Diversity and Equity. Trisa Kelly is the new Civil Rights Administrator.

Progress toward FY2023 Goals:

- 1. Continue work on an outward-facing Transportation Equity Framework and action plan with community input.*

This work was put on hold during FY23 in order to review the scope of work, ensure adequate staff capacity for implementation, and renew support from new department leadership. We also are looking at ways we can integrate equity policy development into upcoming planning projects, including one to create a Transportation Safety Action Plan that the County received a federal Safe Streets for All grant to develop.

- 2. Continue refining the Title VI Program Plan in conjunction with the development of the Equity Framework and work on process improvements and identified gaps with staff.*

Staff worked in FY23 to address a gap in our Title VI Program by researching and developing a Language Assistance Plan. We also developed an annual staff survey to gather more information on language assistance services and needs (more on this will be included in next year's report). A rewrite of the Title VI Plan is also in progress to integrate new guidance and best practices and to make the plan more user friendly. We have been following and learning more about new guidance and policy coming from USDOT and other resources on equitable engagement and other best practices that we are actively working on integrating into our program and projects. We are also tracking process improvements as they are identified and creating a plan for implementation.

- 3. Ensure Transportation Division staff participate in a Title VI refresher training and are provided training on the updates made to the Plan.*

Since our update to the Title VI Plan is still in progress and the Language Assistance Plan was not completed in time to develop and deliver training during FY23, we have extended this goal to FY24. We typically have staff attend an ODOT Title VI training or online video refreshers each year when we do not hold our own training. However, this past year we did not see any external opportunities offered.

Goals for FY2024:

1. Complete full update to the Title VI Plan and provide a training on the updated Plan.
2. Continue work on process improvements identified during development of the Language Assistance Plan and Title VI Plan update.
3. Work on incorporating more public engagement best practices into transportation projects conducted in FY24.